that the members of the council of war will spend the night in the building with the excep tion of Mayor Schleren.

LAST ATTEMPT AT ARBITRATION. Before this afternoon conference the Mayor had made another desperate attempt to effect a settlement of the strike by means of arbitra-tion. It was probably the last he will make, for it came to a very sudden end. Before the May or's attempt at compromise, however, the committee of three appointed by the citi-zens' meeting at Flatbush on Saturday night had a shy at it. They were Richard Young, M. H. Morrison, and Robert Waldo, They called on President Lewis at mid-night and then went to the strikers' headquarters, where a long conference was held, lasting agreed to the demand for limiting trippers to one-third, and that an agreement had also been reached concerning standing time, while the atrikers were willing to waive the demand for increased pay. Mr. Lewis, it was said, would not agree to take all the strikers back and dishis new men, numbering 300, whom he said he was in duty bound to protect. The strik-

said he was in duty bound to protect. The strikers stood out for the return of all or none.

The Mayor began his negotiations by summoning Messrs. Connelly. Giblin, and Best of the Executive Board, representing the men, to concernity the him at his home, 405 Clinton avenue. They arrived at 11 and talked for two hours, when an adjournment was taken for luncheon. The committee said they would talk the matter over and submit a proposition to be laid before the companies. Mr. Giblin returned shortly with the proposition in writing. It was drawn on the lines suggested by the Mayor, and read as follows:

with the proposition in writing. It was drawn on the lines suggested by the Mayor, and read as follows:

"It is proposed to submit to the Mayor, or to a committee to be appointed by the Mayor, that the companies restore the pay rolls and positions as occupied on Jan. 12 all the employees employed at that date (without condition to discharge any of these now employed). The whole case then to be submitted to the Mayor, or the committee, for settlement in all its details—as to who should be permanently retained, as to the matter of trippers and extras, and all the matters which have been in controversy. The man and the companies to agree, in any manner to be desired, to abide by the result. The committee to give full hearings before the conclusion of the matter."

The Mayor called up Presidents Wicker, Lewis, and Norton on the telephone and asked them to come to his house. Corporation Counsel McDonald was also summoned. Mr. Norton reiterated his statement that he had nothing to arbitrate, but said he would come, provided it was not proposed to have any of the strike leaders on hand. Mr. Lewis and Mr. Wicker agreed to go. They were accompanied by three directors of the Brooklyn Heights Company and its counsel. Charles B. Mcore. At 2 o'clock the Mayor laid the proposition before them. Measrs. Lewis and Wicker were inclined to consider it, but President Norton would not hear to it. The conference broke up inside of an hour.

"An effort was made," said Mayor Schieren afterward, "to ascertain whether an adjustment could be effected in the interest of public convenience and safety, and by which all the surface railroads in the city could be restored to immediate operation. That effort was without result."

Whether the Mayor had had any hopes that the conference would result otherwise, the fact

immediate operation. That effort was without result."

Whether the Mayor had had any hopes that this conference would result otherwise, the fact that it was to be held was worked for all it was worth by the police to bring about peace during the day, as the following order telephoned to all the police Captains shows:

"His Honor the Mayor will call a conference of the representatives of the railroad companies and the Executive Committee representing the employees at his house to-day. The Mayor will suggest the appointing of a committee by him of three disinterested citizens to try and adjust the existing difficulty. You will make this notice as public as possible.

"Patrick Campell. Superintendent."

This order was read at the various stations to

"PATRICK CAMPBELL, Superintendent."
This order was read at the various stations to
the men as they went on duty, and the men told
everybody with whom they came in contact. It
gave rise to more than a dozen stories to the effect that the big strike had been settled, and it
probably had the effect in some places of quieting mobs that might have done damage had
their leaders not thought there was still a possibillty of a settlement with the railroad comnanies.

billity of a settlement with the railroad companies.

The rioting at East New York Saturday night, where mobe had to be dispersed with bayonets and with clues, as was fully described in The Bun yesterday, did more than anything else to bring to the attention of the Mayor and other officials the seriousness and the grave danger of the situation. They saw the possibility of inat such other troubles in any part of the city, and particularly in those parts where neither the military nor the police were as strong as they were in East New York. Every fresh disturbance that occurred during the day impressed on them more fully the need of more protection, and it is safe to say that even had drig. Gen. McLeer said that he could get along with his force the Mayor and the Sheriff would have insisted on bringing more troops to the city.

RIOTING LAST NIGHT.

The two companies of the Twenty-third Regiment, numbering 160 men, under Capt. B. C. Cohn, which is stationed at the Atlantic avenue depot at Fifth avenue and Twenty-third street, had experiences last night that resembled somewhat the experiences of Major Cochran and his men at East New York Saturday night.

The force of Police which had been on duty at the depot managing cars all day left at 5:30 in the evening, and at that hour the crowd began to assemble.

the evening, and at that hour the crown began to assemble.

The depot is in the middle of the block. At one corner there were about 300 men and at an-other about 800. At 7:30 o'clock some one in the crowd fired a shot, and Capt. Cohn ordered his men to charge on the mob and disperse it.

He ordered them to use the butts of their guns. The mob held its own for just a moment and then fied, but within half an hour gathered again and another shot was fired.

During the evening there were two more shots, each from the same corner, and each time the

During the evening there were two more shots, each from the same corner, and each time the soldiers charged on the mob and dispersed it. The last charge was made about midnight, and up to 1½ o'clock the mob had not reassembled. The few police who were on duty at the stadion during the evening made two arrests. Each of the men arrested had a revolver. Just before 12 o'clock some man who said he was a detective tried to get by the picket line.

The picket ordered him back. He wouldn't go, and tried to push his way through. The picket again ordered him back, and then knocked him senseless with the butt end of his rifle. rifle.

In the early part of the evening a crowd gath-

ered on the clevated railroad station at Twen-tisth street and threw things down on the heads of the soldiers. The Captain detailed a squad to go up on the station and clear off the people. The soldiers made everybody on the station get on a train going one way or the other. They wouldn't let any of them go down to the street. BARRICADING A RAILROAD.

ret on a train going one way or the other. They wouldn't let any of them go down to the street.

BARRICADING A RAILROAD.

The usual peacefulness of Brooklyn on Sunday was missing from daybreak to dark, and there were many disturbances even after dark. Fewer cars were run than on Saturday, but more disturbances took place incident to their running. Wherever there was a car running there seemed at some time during the day to be a row. The crowd in East New York had got all the experience it wanted bucking the soldiers on Saturday night, and while it was just as big as it was then it was more peaceful, and it didn't persist in gathering around the stables inside the military guard line. There were seven cars started on the Fulton street line about noon, between Rockaway avenue and Somers atreet. A lot of buildings are being erected there, and bricks and building material are piled in the street. A detachment of the East New York crowd went down, before these cars started out, to the new building and took dozens of the great timbers and laid them across the track at intervals and strewed the track with loose brick. Then they waited. When the first car came there were not less than 1.000 in the crowd lining the street. The car was guarded by six policemen, and the people houted and veiled at them. It came to a stop before the first obstruction. In a great many places since the beginning of the structed have jumped off and alded in removing the obstruction. These policemen didn't do it. They said it wasn't a part of police duty.

The second car came along and was stalled as was the first, and the third and fourth, and so on until all seven stood in a line while the crowd, which had doubled in numbers, continued jeering and hooting. The five-story brick buildings that line the street on either side below the new houses were crowded with people, all of whom sympathized with the strikers, apparently. Three and four men and conductors to induce them to leave their places. For a time the role, who had lined up, kept these

Before this argument had got fairly started, away in the distance there was the sound of the clatter of horses' hoofs. Somebody had telephoned for the reserves, and they were coming like the wind. It would be hard to conceive an exhibition of more daring riding and better horsemanship than the dozen mounted men of Capt. Gorman's squad displayed as they came, as they supposed, to recent some of their fellows from the hands of a mob. The street, partly covered with snow and toe, was as slippery as glass. The mounted men urged their horses as if their lives derended upon it, and the full dozen came in almost unbroken ranks on a dead run. They swept by the Rockaway avenue station of the elevated mad, where the edge of the crowd was, and on down the afrect. They proved the efficacy of horses to clear out a mob. The people meited from the roadway in front of them. The crowds on the walk acreamed and yelled. On by the stalled cars rode the police, and through the POLICE TO THE RESCUE.

crowd that had gathered beyond. Then they spread out in single files and rode up and down, each side of the street, forcing the crowd back. Behind them, the hurses also running, came the patrol wagon with 20 footmen, who leaped out and began to push the people back.

APPEALS FROM THE STRIKERS. APPEALS FROM THE STRIKERS.

It was a great show for about five minutes, after which it became very pish that there wasn't a policeman in the crowd who didn't sympathize with the strikers and who would not refrain from doing any damage unless it became absolutely necessary. While they kept the crowd back they permitted two, three, sometimes four men to leap through and get up and argue with the motormen and conductors. The arguments of these men were reinforced again by appeals with turkeys and chickens from the windows along the street and with the shouting crowds on the sidewalks:

"Come off, oh, please come off," yelled the crowd.

crowd.
"Think of what a disgrace you are to civiliza-

"Come off, oh, please come off," yelled the crowd.

"Think of what a disgrace you are to civilization," yelled one man. "Save your honor and be a man. Come home with me and I'll give you the finest dinner you ever ate."

There were no threats at all. After a while one man in the crowd took off a derby hat and went around taking up a collection. In ten minutes he had got \$30, and he went up to the strapping big red-moustached motorman on the second stalled car and offered it to him if he would join the strikers. The motorman shook his head.

"I never was bribed," he said, "and yes can't do it now. I got a wife and family, I have, and I've got to work for 'em. That's the reason I'm here."

"He a man!" yelled the crowd. "Be a man! Don't be a scab!"

The red-moustached man was unmoved. Three strikers got hold of him by the coat and by the hands and pleaded with him, but it was a useless job, apparently. While these men were working with the other men. There was hardly any form of appeal that was not used. The answer that every man made to it seemed to be: "I've got to work to keep my family from starving." and they all stuck to their posts.

Half an hour passed; not a minute of it was lost by the strikers, The obstructions on the track were a secondary consideration. Nobody paid any attention to them. The sole purpose of the 3,000 persons who had gathered there seemed to be to induce the seven motormen to leave their places. Finally there was a commotion down the street, and the mounted police drove the crowd from off the pile of bricks on one side and clear across the square at a junction of two streets on the other. It may be said that not a patriot in the crowd left the pile of bricks on one side and clear across the square at a junction of two streets on the other. It may be said that not a patriot in the crowd isft the pile of bricks on one side and clear across the square at a junction of two streets on the other. It may be said that not a patriot in the crowd isft the pile of bricks of the screen of the scre

"I'll go with you." And he opened the gate of his car and stepped off. There went up a shout from the crowd that was heard a mile. They cheered and cheered and cheered. They rushed up and grabbed the man and slapped him on the back, shook his hand nearly off, and finally two of them locked arms with him and carried him off to their homes to feed him. This had hardly happened when the car at the head of the line began to move, and the cheers were turned to hisses and roars of "Scabi" "Scabi" and threats.

The motorman looked neither to the right nor left, but proceeded down the street. The police ordered the second man to go on with his car. This was the man who had got the offer of \$30 if he would quit. Five men were still at him. Suddenly his determination gave way and he velled at the conductor: "I'm off. Good-by," and stepred down.

veiled at the conductor: "I'm off. Good-by," and stepped down.

Again the crowd cheered itself nearly hoarse, and this man was praised and patted as the other had been. The men who had him tried to force the collection they had taken into his hand. He said:

"No, I don't want yer money, but I'm wid yees."

He said:

"No. I don't want yer money, but I'm wid yees."

Then the crowd howled harder. The man on the third car had been won meantime, and that left two cars without motormen. The conductor of the car the big man had been running was an insignificant-looking fellow, but he had plenty of sand, and he walked out to the front platform to turn on the power. Bang, smash went the car into the car behind it. The reversing lever had been turned. The crowd yelled with delight. The people in the windows laughed. The policeman who was on the front platform expostulated with the insignificant man and told him he'd better not run the car if he didn't know how. The little man merely turned the lever and started ahead, while the hisses were almost as loud as the cheers had been when the motorman left. It took fifteen minutes to hitch the next two cars together, and the motorman of the rear car went ahead with both. While he was doing this the pleadings of the strikers won the motorman of the last car in the line, and there was another season of cheering. Then a brawny striker jumped up on the platform, seized the lever and started the car back up the street toward the depot from whence it had come. Another man beside him had the top of a paper habbox on which were the letters K, of L, and he waved this back and forth as the car bowled along toward the stable, the people on the route cheering and yelling.

**The last man to desert the cars was about A DIRE THREAT.

The last man to desert the cars was a short man with a fur cap and whiskers. He had paid absolutely no attention to the pleadings of the strikers until one brawny fellow handed him a gospel meeting card, on one side of which the words appeared:

gospal meeting card, on one side of which the words appeared:

"Prepare to meet thy God!"

Without a word the little man with whiskers and the fur cap got off the car and accepted the half dollar the strikers had offered him and was carried off and fed. The conductor ran his car on, and so the block was ended. The crowd immediately set out for the stables in East New York again. That is to say, one end of it did; the other end, the end which had been stationed on the plies of brick, went down the street, and, half a dozen blocks from the scene of the first trouble, they disposed of the bricks they had taken by firing them through the car windows. In two cars more than a dozen windows were smashed. No

of orick, went down the street, and, has a dozen blocks from the scaee of the first trouble, they disposed of the bricks they had taken by firing them through the car windows were smashed. No other violence was offered and no attempt was made to hold up the cars.

A very much uglier crowd than this one on Fulton street gathered at about the same time along Bergen street, from Vanderbilt avenue to Classon avenue. It was made up of half-grown toughs bent on mischlef. There were not more than a dozen strikers in it. It was the same crowd that earlier in the day had gathered at the depot in Bergen street and Albany avenue and successfully prevented the running of cars by inducing motorman after motorman to leave his place. They did this by offering sums of money ranging from \$3 to \$10 each, and by taking motormen away with them to near-by houses and feeding them. The buildings in that neighborhood are nearly all smail boarding houses which are patronized chiefly by men who belong to labor unions and who are in sympathy with the strikers. These boarding-house keepers offered free meals for a day to every motorman and every conductor who could be induced to leave his work, and before any cars were started eleven men had been seduced. The first four cars that actually got out of the depot were 161, 157, 158, and 32. As they went out and the motormen refused to leave them the crowd fired a volley of stones at them. This was more than a block from the depot and outside of the district which the militiamen had to care for. The crowd followed the car on down. Two blocks below Albany avenue there is a vacant lot full of rocks. The first car got by that all right, but the mob was there in time to meet the second car, and it numbered, the police say, fully 1,000. They stood up on the rocks. Every man seemed to have a stone in his hand, and when the car came along there was no ta whole window left in it, and how in the world the policemen and the motorman and the motorman by the first subject of the policy of the same and the

charge scattered the mob in every direction.

Police Captain yrence his with two stones.

The Summer avenue line of the Brooklyn. Queens County and Suburban Hallroad was the only one of the five branches that was operated in Williamsburgh yesterday. Early in the afternoon a car was stalled in Broadway, between Union avenue and Hoerum street. Some of the strikers overturned a truck on the tracks, a short distance ahead of the car, and then a mob of fully 2,000 surrounded the car and carried off the motorman and conductor. Two more cars were stalled and Capt. French of the Clymer street station summoned a dozen policemen and they drove away the mob.

The Cantain found the motorman of the first car and directed him to take his car to the depot. Capt. French stood on the front platform with the motorman, and as the car started up paving stones came flying from all sides. Two of the stones struck the Captain, One hit him squarely on his none so that he biled freely, and it was feared at first that he was seriously wounded. The second stone struck him in his right temple and almost knocked him off his feet. He railied in a few seconds and ordered the motorman to continue on his way. When Capt. French left the car at Throop avenue and Broadway about fifty sirkers' went to him and assured him that none of their number had thrown the stones. The Captain told the men that he believed what they said. POLICE CAPTAIN FRENCH HIT WITH TWO STONES.

fied none of the strikers threw either of the stones at him.
"It seems to me," said the Captain, " that the fied none of the strikers threw singer of the stones at him.

"It seems to me," said the Captain, "that the company raft the cars to-day for the purpose of creating trouble. The company certainly knew that there would be large mobs around on a day like this. Thomsands of these people were from New York. When I got to the cars that were stalled I had my men charge the mob. There must have been between 5,000 and 5,000 in the mob. I got on the first car with the motorman after the mob had been routed, and the car was just starting up when I was nearly knocked off my feet by the stones which struck me. I know that the strikers are all with me and that none of them threw the stones." JABRED WITH BAYONETS.

of them threw the stones.

JABRED WITH BAYONETS.

The first of the Twenty-third's men to have any scrap with the mob was a company in command of Capt. Thorne, stationed at the Fifth avenue depot of the Atlantic Avenue Railroad. Some time after midnight the mob there numbered about 1,000, and every once in a while a chunk of ice or a stone would hit a soldier. Capt. Thorne stood it for half an hour, and then ordered his men to drive the mob back.

There was one old man in the crowd who stood his ground longer than the others, and he got two jabs in the leg with the point of a bayonet. He fell down, and a dozen who came after him fell over him. He was picked up and taken into the station and an ambulance was sent for. A small boy was also jabbed when the charge was made, and he was carried off by two men. The crowd gathered again, but there were no more stones or ice thrown.

AN ARREST BY A MOB.

The crowd gathered again, but there were no more stones or ice thrown.

AN ARREST BY A MOB.

A man belonging to the Knights of Labor, who got a job on the Halsey street and Putnam avenue line, was sent out with a car from the depot in Halsey street, near Broadway, yesterday morning. William Parfett, aged 32 years, of 231 East Ninety-sixth street, this city, was the conductor. There were two policemen on the car. The motorman, when he turned the switch from Halsey street into Nustrand avenue to go to Putnam avenue, on the tracks of the Lee and Nostrand avenue line, stopped. He adjusted another switch from the down track to the up track, and instead of continuing his trip to the bridge he took the car along Nostrand avenue to Fulton avenue and up Fulton avenue to the tracks of the Tompkins avenue line. None of the strikers molested the car. At Roebling street and Division avenue the motorman was unable to turn a curve and started back. When he got his car to Gerry street and Harrison avenue, where a mob of fully 5,000 was congregated, the motorman left the car and foined the strikers. The conductor ran inside the car and shut the door. The mob dragged him out and took him to the headquarters of the strikers at Maccy avenue and Flushing avenue, where on boing searched a loaded revolver was found on him. Edward Rowe, a striker sent for a policeman, and Parfett was arrested for carrying concealed weapons and taken to the Vernon avenue station, where he said the strikers had beaten and kicked him, but that he had no intention of using the revolver. The car was taken back to the depot by astriker. When Captt. Martin heard of the motorman's action and the failure of the policemen on the car to prevent him from going to the Tompkinsavenue against the two policemen.

The last four cars of the Sumner avenue line, which left the ferry terminus at Kent avenue and Broadway at 5:30 last evening, were stalled at Marcy avenue and Broadway. A mob of at least 1.000 surrounded the cars and pulled off the motormen. The few policeme AN ARREST BY A MOB.

A LOST CAR.

lice arrested Charles McMurray of 145 wythe avenue, who resisted when ordered to go away.

A LOST CAR.

Car 1,314 of the Queens County and Suburban Railroad left the depot at Halsey street yesterday morning in charge of a motorman named Schroeder. It hasn't been heard of since.

Schroeder appeared two hours after he had gone out, and said that the car had been held up and he had been beaten, and, with the conducter, had ran away. He didn't know what had become of the car. An unsuccessful search has been going on for it ever since.

A Punnam avenue and Halsey street car, which left the bridge at about 11 o'clock in the morning, had an experience before it reached the stables in Fulton street and Tompkins avenue. The green motorman got instructions to stop at the Tompkins avenue depot instead of going to the end of the line in Broadway. The car was going under such good headway when the depot was reached that it shot along as far as Flushing avenue. Here there was a mob gathered outside the lines of the militia, and in a moment the car was surrounded and the windows were smashed to nices. The motorman and conductor were selzed and yanked off the platform and punched. The mob howled.

In the midst of the excitement two strikers climbed on the car with enormous white badges with the letters K. of L. on them. They yelled that they didn't want to see the company's property spoiled and they were going to take it back to the depot. They started the car off. The moment they were in the military lines a detachment of the Thirteenth Regimenton duty there went at the crowd, which it had followed, and drove it back, but the strikers on the car continued right up to the stable. There one of them, addressing the superintendent, said:

"Here is your car, sir, we've got your men."

There were half a dozen incidents during the day of cars being brought to the depots by strikers, the motormen and conductors in each case having been induced to leave their posts. About 3 o'clock in the afternoon a car on the Seventh avenue line of

by a hooting crowd which grew rapidly in size.

A big Swede named Andrew Lundell, who is an expressman and lives at 122 Sands street, made himself conspicuous in the crowd by shouting "Turn the car over," "Kill the dirty scabs." Policeman Harrington, one of the two officers who were guarding the car, ordered Lundell to shut up and pushed him back. Lundell responded by striking Harrington back of the ear and knecking—him down. The two men clinched and were rolling in the snow and mud, with Lundell pummelling Harrington, when the second policeman jumped in and tried to help his fellow officer. The crowd, which was growing rapidly, closed in around the combatants. Some one in the mean time had run over to the station, near by, and told Sergeant Ryan that two policemen were being murdered. He started on a run with another Sergeant and the whole reserve of about seventy-five men. The crowd was finally dispersed and Lundell was taken to the station and locked up. After the main crowd had gone a knot of about twenty-five men evidently all strikers, hung around. Sergeant Ryan ordered them to move on, which they did, keeping together, however.

Another row occurred in Court street at the corner of Hamilton avenue, where at 1 o'clock a big mob gathered and stoned a Court street car. The reserves from the Eleventh precinct scattered the crowd, but it gathered again and threw more stones. The policemen fought in vain against it, and the reserves from the Third and Fifteenth were sent for. The referiorement fell upon the mob, and drove them up Hamilton avenue. Then all the streets in the neighborhood were cleared. The'car, which was disabled by some of the stones, was finally sent back to the depot.

The disturbances mentioned above are only a part of those which were reported by the mother one window or so being considered now quite unimportant.

Here are some of the arrests that were made; Patrick J. Commanford of 94 Reid avenue, for

the gathering of little moss and the oreasing one window or so being considered now quite unimportant.

Here are some of the arrests that were made: Patrick J. Commanford of 94 Reid avenue, for obstructing the track in Bergen street; Michael McCarthy, for stonling a Bergen street car; Joseph Tensen of 147 Jugan street, for throwing ith cans through a car window: Morris Strauss of 85 Seigel street, for obstructing the tracks and throwing stones at a car; Thomas Cahill of 1,420 Bergen street, for assaulting a non-union motorman; John Duffy of 70 Steuben avenue, for assaulting a non-union conductor; William McDonald of 89 Troy avenue, for throwing stones at a car; Jacob Aglin of 26 Moore street, for throwing stones through a window of a Summer avenue car; Charles McMurray of 1,545 Myrtle avenue, for blocking the track at Broadway and Myrtle avenue.

PAILURE TO OPEN LINES.

The managers of the railroad companies failed again yesterday to make good their bluffs about running their cars. Through Superintendent Campbell, on Saturday night, they announced that they would open the Greenpoint. Myrtle avenue, Gates avenue. Third avenue. Hamilton avenue, and Tompkins avenue lines. They also announced that they had all the men they needed. Not one of these lines was started yesterday, and cars were run only on the lines that had been started on other days. On those lines where cars were run about one-half the usual number were sent out on Saturday.

In explanation of their failure to start the new lines, it was said that when the news of the riot in East New York came to them the officials



pared from mild, pleasant laxatives and are tasteless. That is why chill dren and delicate women take them with confidence and satisfaction Do not gripe or cause pain. Cure Billousness, Bick Headache, Indi-pestion and all troubles caused by disordered liver.

THEY are pre

had a conference with the city authorities and talked over the situation. This conference was concluded at 10 clock in the morning, and it was decided that in the face of the violence that had taken place, it would not be a wise thing to try to operate any of the new innes of the rall-roads to-day. It was shown conclusively by the railroad officials that in spite of the protection, there had scarcely a car moved on the Fulton street line that had not come back with broken windows and with bruised motormen and conductors.

Master Workman Connelly and his associates of the Executive Board of District Assembly 75 were in session nearly all day yesterday at their headquarters in Mugge's Hall, in Bridge street. They kept in close communication with the strikers, and were also informed of all the movements of the police and the militia; much better informed, in fact, than were men who had a right to know. During the day there were many calls from the representatives of various trades unions, and each call led to a secret conference. These numerous conferences renewed the rumor that a general sympathetic strike was in contemplation; but Secretary Giblin said there was absolutely no foundation for it. He said:

"We are going to fight out this battle ourselves, and we don't wish to bring any more men or any other trades into the trouble. We have the sympathies of the Mayor and the police, and I believe of all the city authorities, and I am sure we have the sympathy of the public. We have done everything possible to have this trouble amicably settled, and the result of the conference with the Mayor to-day shows exactly where the responsibility for failure should be placed. We have not been guilty of any violence, and we insist that all the men should be taken back and restored to their places."

As usual all the cars on all the lines in Brooklyn, except the De Kalb avenue and the Franklin avenue lines, stopped running last night to high the town of the course of the two previous nights. Their men will continue to man the

STRIKE ENDORSED BY THE C. L. U. Financial Aid Promised-Mass Meetings of

Sympathy to Be Held, The Brooklyn trolley strike was taken up at the meeting of the Central Labor Union yester-day, and resolutions, proposed by Delegate Jacob E. Bausch of the Woodcarvers' Union, were adopted. The preamble declares that the demands of the men are justifiable, and that the railway companies, having unlawfully evaded the payment of their taxes, are not entitled to the protection of any public servant. The reso-

"Resolved That we the Central Labor Union. endorse the attitude assumed by the employees of said companies and pledge them our moral and financial support; and be it

"Resolved, That the Central Labor Union emphatically protests against the action of the authories in tendering these corporations the assistance of the State militia to do the bidding of the selfish foes of labor so that they may be able to accomplish their evil purposes; and be it "Resolved, That we petition the Mayor of Brooklyn to insist on the fulfilment of the charters granted by the municipality for the accommodation of the public, and to compel the cor-

porations to fulfil their obligations as stipulated for their franchises."
Several delegates spoke in favor of the resolutions before they were put to the meeting. Delegate Tombleson said:
"This should be a lesson to workingmen to re-"This should be a lesson to workingmen to remember that when they join militia regiments they are liable to be called on to shoot down their fellow workers."

Michael Kelly, Worthy Foreman of District Assembly 49, said he had just returned from the seat of war.

"All the strikers want the New York workingmen to do," he said, "Is to keep the extra men of the Third avenue cable road from going to take the strikers 'places."

The following resolutions proposed by C. A. Hoadley, delegate of local No. 3 of the Brotherhood of Electrical Workers, were also endorsed:

Whereas, Lafagette Post, G. A. R., of New York has

hood of Electrical Workers, were also endorsed:
Wherean, Lafayette Post, G. A. R., of New York has
inaugurated an agitation looking to the training of
the youth of this country at school in the manual of
arms and the concomitant military instruction, be it.
Resolved, That the Central Lasor Union of New York
do enter its earnest protest against the adoption of
any such scheme, believing that it is subversive of the
best interests of the regulatic and opposed to the spirit
of American institutions, and tends to create in every
home a prototype of the infant prodigy Den Carlos of
Spain or the terrible wer lords of Europe who
rule by Divine right, instead of making them disciples
of the universal peace congresses or workers for international arbitration.

A committee was appointed to arrange for calling a mass meeting to sympathize with the trolley strikers.

At the meeting of the Central Labor Federation resolutions were passed in support of the strikers, and it was resolved that a mass meeting should be held next Friday evening in Union source.

THE MEN'S SIDE OF IT. The Executive Committee Put Forth an Ap-

The Executive Committee of District Assem bly 75 issued the following statement last night: CITIZENS: Seven days since the employees of the Brookiyn trolley lines were driven from their posts by soulless corporations because they were human beings and unable to work put upon them by being compelled to run trolley cars through crowded streets at a high rate of speed for fourteen hours as a day's work, though they contracted only for ten hours. We offered to continue our contracts with our masters for another year at the same wages if we were guaranteed against more than ten hours' work. The companies re-

All our offers to arbitrate were cruelly rejected. The corporations are determined to maintain their arbitrary sway. Since we were compelled to go out local newspapers, subsi-dized by traction stock issued by a foreign corporation, in order to swindle the State out of taxes, have persistently misrepresented our position and exaggerated every

out of taxes, have persistently misrepresented our position and exaggerated every offence committed in our name. They have terrorized the community with fabricated accounts of violence, and have failed to state that where such acts were committed it was at the instigation of the community agents, who thus seek to discredit our cause. Miserable creatures have been recruited from the outcasts of other communities upon promises to pay them 50 per cent. more wages than we ever received.

The cars are not yet running, in spite of military and police, not because of our violence, but because the companies cannot get skilled labor to work for them upon their terms as to what shall constitute a day's work.

The companies' officers do not want to operate their roads as long as they can hoodwink the Mayor and the public. If they did, every wheel, without the help of police or military, would be running, in one hour.

The whole strike, heartless as it is, is caused by those who wish to depreciate the stocks of the companies held by outsiders. When the traction stock gets low enough it will be bought by those on the inside. Then the roads will begin to run again.

You and we are made to suffer want that a few may grow richer. Thus it has ever been when unconscionable thieves, stock diluters, widow and orphan robbers, seek to get control of a valuable property cheap. To-day we are their sacrifice. To-morrow it will be others. In the spirit of peace and brotherly love, we appeal to you, citizens and taxpayers of Brooklyn. We have bowed before the written law, and shall continue to salute Gessler's hat until the great majority of suffering beings find out what we in bitterness have learned, that the law, the Judges, and the Government are for the rich, the powerful and grasping. Our servants they should be, our masters they are. Chosen by our suffrace they betray us before the cock crows thrice. The rights and affairs of the pople are in the hands of Iscariots.

When, oh, when, will come the day when their bowels shall be spi betray us perore of the people are in the name rights and affairs of the people are in the name of iscariots.

When, oh, when, will come the day when their bowels shall be spilled upon the ground?

MARTIN J. CONNELLY, JOHN GIBLIN, ANDREW D. BEST, WM. H. DAVIDSON, PATRICK J. COLLINS.

WOULD LIKE HIS OLD MEN BACK.

President Lewis Says He Meant It When He Made the Statement. It was announced late last night that the management of the Broadway system intend to start the Reid avenue, Ralph avenue, and Sumner avenue lines to-morrow if the situation

President Lewis of the Brooklyn Heights Company said he hoped to have fifty miles of Company said he hoped to have fifty miles of his system in operation to-morrow. When asked if he had men enough he replied:

"We have a sufficient number engaged and they realized what they were doing when they made application, so I can see no reason why any of them should fail to report when called on for service.

"I have been quoted," continued Mr. Lewis, "as saying that I would prefer to have the old men back to hiring new ones, and that statement has been misconstrued and ridiculed by some newspapers, which looked upon it as a ruse. I was perfectly sincere in the statement.

It was meant for the good of our old employees, whom I dislike to see lose their places."

"Is it impossible now for any agreement to be made by arbitration in the way of a compromise?"

"Absolutely impossible. It is too late now for any compromise."

any comp

ORDER AT ANY COST.

The Rev. Dr. Behrends Says the Time for

The Rev. Dr. A. J. F. Behvends, paster of the Central Congregational Church in Brooklyn, made these remarks from his pulpit yesterday marning in reference to the strike; Our city is in a critical condition. When the news of the East New York disturbances came to my ears I concluded that silence would be

unmanly, if not criminal. There can be no tem-porizing with lawless violence. It is utterly without excuse. It deserves only condemna-tion, swift, sharp, and severe. It is not now a question of arbitration. Arson and murder cannot be arbitrated, nor are we now concerned cannot be arbitrated, nor are we now concerned with the merits of the pending controversy between the railway companies and the strikers.

"The rights of the companies and men must be peacefully exercised. It is not peacefully exercised when wires are out and cars are broken, and men are beaten into unconsciousness and traffic is interrupted. It is not peacefully exercised when policemen and soldiers are hooted at and assaulted. The question now is not one of speedily ending the strike. It is the immediate restoration of order, even if the army of the United States must march to our relief. Brooklyn is humiliated. Its authorities are defied.

"It has been said again and again that the people sympathize with the strikers. That may be, but I do not and will not believe that the people sympathize with riot and bloodshed. And the present is not the time to be weak-kneed. It's the time for firmness and determination. I want to back up the authorities. I want this church to speak up for law and order. Do you want anarchy? Do you want Brooklyn to show the white feather? There is not line to waste upon side issues.

"There is but one issue. Every street in this

the white feather? There is no time to waste upon skie issues.

"There is but one issue. Every street in this city must be made so safe that not one policeman shall be needed in any car that runs. I wish the riot act had been read last Monday. But we are where we are, and I belive our city authorities have acted according to their best judgment. The time has come, however, when our representatives in the City Hall should know that the people are prepared for vigorous action. If clubs will not do, then bayonets; if bayonets will not do, then lead; if lead will not do, then Gattling guns. If we must have martial law and a state of siege, then let us have them, and if worst comes to worst, we will turn our churches into hospitals. We must have peace, and we will have it at any cost."

The ninety members of the Forty-seventh Regiment on duty at the Halsey street depot were almost in a state of starvation last night A big double truck, loaded with provisions inlended for them, broke down in Broadway, and tended for them, broke down in Broadway, and the rations had to be brought in sections to the depot, the first one not arriving until a late hour in the evening. The storekeepers living in the vicinity of the various stables have for the most part refused to make any sales to the militiamen, and even cigars had to be brought from a distance.

Waiter Wood, a 18-year-old private of the Forty-seventh Regiment, was taken sick at the Halsey street stables and taken to his home at 372 Hooper street.

Private George L. Hoffell of the Fourteenth Regiment was removed last night from the Bush street depot to his home at 93 Saratoga avenue, suffering from bronchitis.

PARKHURST'S CHICAGO VISIT. Plans Made for His Reception in the Windy City-Tipe Prepared for Him.

CHICAGO, Jan. 20.-The Marquette Chib, unler whose auspices the Rev. Dr. Charles H. Parkhurst is to speak on Wednesday evening at the Auditorium, has prepared to give him a cordial welcome. A committee of members of the club has been chosen to receive him and to keep club has been chosen te receive him and to keep in touch with him, paying him every attention while sojourning in this city.

Dr. Parkhurst will be the guest of his brother-in-law, Luther W. Bodman, 9 Astor place. Dr. Parkhurst will deliver an address on "Municipal Reform" in the Auditorium on Wednesday evening. The meeting promises to be the largest ever held in that public forum. It will be opened by President Charles U. Gordon of the Marquette Club, and not only will the Doctor tell of his work in New York, but information has been furnished to him regarding affairs in Chicago, and he will probably speak of that.

He Answers the Description of an Ohio

LYONS, N. Y., Jan. 20.-This afternoon, while creating a reign of terror here in an Italian Sharpe who fits to a picety a description sent out from Warren, O., of one Roy Leonard, alias Roy Fitch, alias Roy Fitcham, wanted for shooting Constable John Cratesley of Fowler shooting Constable John Cratesley of Fowler township, Trumbuli County, O., on Aug. 31 last. The police officials have no doubt but that they have the man wanted. He is a typical Western desperade, standing if feet high. The description of the outlaw says that he is desperate, and had alleged repeatedly that he would never be taken slive. He was locked up, and will be examined to-morrow.

RAPID TYPEWRITING.

The Methods by Which Expert Operators Are Able to Attain Great Speed.

Not one person in a hundred who has dictated operator resorts to in order to keep up with the dictation. Five years ago a pupil was thought to be qualified to be an office amanuensis who wrote correctly an average of 115 words a minute in shorthand, ample time being allowed for transcribing the notes. Nowadays there are those who maintain this speed direct on the

transcribing the notes. Nowadays there are those who maintain this speed direct on the typewriter without recourse to any form of abbreviation whatever. An observer of the peculiarities of many speedy typewriter operators said to a SUN reporter that in almost every instance the most rapid were plane players. "Piane players," said he, "have great facility of finger movement and evenness of touch and pressure upon the keys, which is indispensable to fast writing. They also have the faculty of so covering the keyboard with the hands as to strike each key beneficial in strengthening all the fingers of each hand are utilized, and plane practice is highly beneficial in strengthening and adapting for use the third and fourth fingers, which are always weaker and less easily controlled than the others. It also educates the fingers to cooperate with the mind, and on the whole is quite an essential preliminary training for the expert typewriter."

This theory was denied, however, by expert typewriters whom the reporter interviewed. It was found that, instead of using all the fingers, as on the plane, comparatively few of the best typewriters employ more than two fingers of each hand, and that at least one of the foremost operators uses only the index fingers. Great speed is attained, these experts said, not by specially training the fingers to act quickly, but by learning to write rapidly the component parts of form words. To follow the speech of the average person dictating it is necessary to strike at least eight keys every second, and the pressure upon each key must be uniform and regular, or the writing may appear ragged and indistinct.

A skifful typewriter usually imagines the keybard of his marbine to be divided near its centre, and each division of keys he operates with the right or left hand exclusively. It always using the same fingers to write frequently recurring words and combinations he becomes so familiar with them as to be able to write with the right or left hand exclusively. It always using the same fing great speed and accuracy even when blindfolded. Until within a very few years the abillity of the operator seems to have been greater
than the capacity of the machine, and the latter
would not respond to more than ten or twelve
strokes of the keys per second. New machines
and devices are new provided by which sixteen
characters have been written in a second, with
perfect impression and spacing. This would
equal a speed of more than 160 words a minute,
which, if it could be maintained, would be
sufficient to record verbatim more than ninetenths of all public speeches as they are delivered.
In very rapid writing every luttle hindrance to
speed has to be avoided, and the operator can
seldom stop to examine any part of his work
until it is finished. Many business houses of the
city now employ expert typewriters for the
purposes of correspondence, instead of having shorthand writers to receive dictation
and afterward transcribe the notes. The number of operators relied upon to do this work
is very small, for to become an expert typewriter
requires peculiar aptness and ability and many
months, if not years, of methodical practice;
and if familiarity with the plane as-sists a typewriter to opead, it is principally through
strengthening the operator's memory and perseverance.

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Luxurious steamers - only 18 hours en route; \$16.00 covers entire expense, including stay at Hygeia Hotel.

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DISASTER ON THE OHIO.

Perhaps Forty Lives Lost in a Wreck.

A RIVER STEAMER LOST.

The State of Missourl, Running from Cin cinnetl to New Orleans, Swept on a Rock Near Alton, Ind., by the Current and Broken in Two One Hundred Persons on Beard-The Captala and Some of the Officers, Five Women, and as Many Men Passengers Known to Have Been Sayed Some Rescued from the Tops of Trees, OWENSHORO, Ky., Jan. 20.-Fragmentary de-

tails of the destruction of the big passenger steamer State of Missouri Saturday evening at 6 o'clock, at Alton, Ind., 100 miles above here, have been received.

She struck a rock and sank in fifty feet of water. The reports say that at least thirtyseven passengers were drowned.

The State of Missouri was a very long stern-wheeler plying between Cincinnati and New She had on board a fairly large cargo of freight and one hundred persons, including a crew of sixty.

At Alton the river narrows and the water

being high, an extremely swift current results. This threw the stern of the boat in toward the Indiana shore. Before the pilot could get full control of the boat, she hit a rock, tearing a long hole in the hull at the water line.

The shock was terrific, and the boat trembled

from bow to stern. Consternation seized upon the passengers, and in a moment they were frantic. Without regard to consequences they rushed to the upper decks, as the boat was rap-

idly sinking. Women and children were trampled upon. but it is believed all got out of the cabin. Then the scramble for seats in yawls began. It was a fight for life, in which many combatants are believed to have gone to their deaths.

The first yawl launched was sunk within wenty feet of where it struck the water. It is believed every one in it was drowned in sight of the people huddled on the sinking steamer. A

second yawl was then pushed off. It contained four women. This is believed to have reached shore. Just when there seemed some hope that by means of this yawl the passengers could be saved, the steamer gave another lurch and literally broke into pieces, and in ten minutes from the moment the rock was

The cabin, "texas," and pilot house floated away, dragging down into the water every one upon them. The lighter freight was washed from the main deck, and on this men, women, and children clung as best they could, many, however, only to fall back into the ice-cold water. Several succeeded in getting into the willows and trees and were rescued by farmers and passing steamers On the City of Owensboro, which passed here to-night, were four of the passengers who had been rescued from the trees. Two of them were W. C. Leathers of Hopkins county, Ky., and Mr

Mr. Leathers thinks at least thirty-five people were drowned. He saw four men go under within five feet of him, but the current was so swift he could render no assistance. Mr. Leathers says there were fifteen cabin passengers thirty deck passengers, and a crew of sixty on

Gregory of Cave-in-the-Rock, Ill. The names of

The steamer Tell City, bound for Louisville, hove in sight early this morning and took most of the survivors to Louisville. The terrific current running at the time can

be partly appreciated by the fact that the wreckwould indicate at least ten miles per hour. The normal rate is about four miles. Alton, Ind., where the wreck occurred, is

most impassable roads. The news secured came EVANSVILLE, Ind., Jan. 20,-Meagre particu-

this city this afternoon. The officers of the steamer City of Owensboro of the Louisville and Evansville mail line, arriving at 3 P. M., reported the sinking of the State of Missouri, a short distance below Wolf Creek, Ky., on Saturday evening at about 5:30 o'clock. The Missouri left Louisville at 10 o'clock on Saturday morning and passed Wolf Creek at about 5:30 P. M. After striking the boat drifted off and sank in

five minutes in fifty feet of water. Those on board were panic stricken when they heard the crach. They had no time to prepare for their safety, and officers, passengers, and crew seized ous devices and methods of practice which the anything in sight that would keep them above water.

Capt. Joe Conlon, First Clerk Werman, and Second Cierk Howard, who is a nephew of Capt. Ben Howard and a brother of Capt. Jim Howard of the steamer John S. Hopkins, with five women passengers and Pilot Pell and son, managed to reach shore uninjured.

The second mate and engineer on watch were

ploked up by the steamer Tell City, and the City of Owensboro picked up four men and left them at Owensboro. The others, thirty-five to forty in number, including male passengers and members of the crew, it is thought, went down with the vessel.

When the Owensboro passed Wolf Creek the people were greatly excited. They could tell but little about the terrible affair, and did not know the names of the rescued women or those who were thought to have been drowned. The Owensboro left Louisville, Saturday at 4

P. M. bound for this point and passed Wolf Creek about 9 o'clock. After leaving the scene of the wreck, parts of the unfortunate vessel and her cargo were sighted as far down the river as Rockport, where the texas and pilot house were noticed floating slowly down the In the vicinity of the wreck and at Troy the

river was dotted with skiffs, the occupants picking up the floating articles of the cargo and furnishings of the boat. Capt. Conlon and others who reached shore

were cared for by Mr. Hardin, who resides there, and later were taken to Alton, three miles below. Thence they proceeded to Louisville. Wolf Creek is seventy-five miles below Louis-ville. This was the first trip of the season for the Missouri.

The wrecked boat belonged to the "White Collar line" (Cincinnati and Memphis Packet Company). She was about four years old, and was built when the A. L. Mason and the State of Kansas, stern-wheel boats, were constructed for the St. Louis and Kansas City Merchant line. The three boats cost \$90,000. They were too.

large for the river between these points. The Mason sank while working in the trade about The Kansas is now left alone. The Missour!,



it is said, was well insured. Capt. Conlon, master of the vessel, is only 28 years old, but is ar experienced river man and very popular.

LOUISVILLE, Jan. 20 .- The steamer Tell City. of the Louisville and Evansville Mail Line, ar-rived here at 7 o'clock to-night and brought twenty-seven members of the deck crew of the

Ill-fated State of Missouri.

Sam Cook, colored, gave the following version of the accident: "We were passing down Wolf Creek reach under full head of steam, and for some reason

Pilot Jimmy Pell, who was at the wheel, moved across the river from the Indiana to the Kentucky shore. 'A massive rock loomed up near the water's edge, and for a time women on deck thought he

was going to run on to it head foremost, but he managed to swing the boat's head out, but she struck hard against the rock just a little forward of the port engine. Seeing and knowing that big damage had been done I seized a headline, and as the boat's

nose swung back to shore I leaped into the water, waist deep, carrying the line with me. "I carried the end around a tree, but it was

rotten and soon gave way, and then the boat's head swung out into the river again and her boilers raised up on their rear ends, and in less than twenty minutes the boat had gone to Meantime the men saved themselves by

plunging into the water and swimming ashors. Being on the shore, I had the best view of the wreck of anybody, and I counted twelve persons, including four lady passengers, who were carried away in the wreck. "From my experience as a steamboat man. I

am satisfied the boat 'ran away' from the pilot, as she had only three blades to her rudder. "I don't think the clerk had time to save the books, for everybody did their best to save their

lives. I am under the impression that all the

boat's officers were saved.

"Among the members of the crew whom we believe to be lost are William Rucker and George Taylor and a colored man known only as 'Kid,' whose home is at Vicksburg." The accident occurred exactly at 5 o'clock

Saturday afternoon, but so remote was the scene from a telegraph office that the news did not reach Louisville until noon to-day.

It is regarded as the most disastrous accident that has occurred to a steamer in this vicinity since the James D. Parker was wrecked on the

Those who reached the shore at the place where the wreck occurred made their way to a neighboring farm house after the wreck went to pieces, and on the approach of the Tell City, on her way to Louisville, hailed her and were take

The State of Missouri arrived at Louisville. en route from Cincinnati to New Orleans, at 6:40 o'clock Saturday morning, with Capt. Jos Conlon in command, and after taking aboard about thirty tons of freight, left at 9:30 o'clock, She had about 250 tons of freight, received at Cincinnati, and her officers said that the thirty tons received here was the first she got after

LOST HIS TOW AT SEA. Two Barges and a Tug Went Adrift-Crew

of the Barges Saved. NORFOLK, Jan. 20.—Capt. S. J. Fooks of the ocean tug Pennwood, bound from Baltimore to

Trinidad, having in tow two of the big barges of the Trinidad Sugar Company and also the tug Manita, arrived here this afternoon and told a story of shipwreck last night off Kill Devil Hill, N. C. Capt. Fooks left Baltimore on Friday morning and passed out the Capes yesterday, morning and passed out the Capes yesterday, bound for Trinidad, with the barges which were to load sugar from Trinidad to Baltimore. The Pennwood had the barges in tow about 150 feet apart and also the tug Manita, which had no steam. Everything went well until last night. When near Kill Devil Hill anorth gale, with tremendous seas, struck his tug and the tow lines parted. This was about 7 o'clock, and from that hour until this morning the barges, with the crews aboard, drifted about helplessly on the ocean until the high wind blew them on the shoals near Kill Devil Hill life-saving station.

The crews ran up signals of distress, which were answered from the station, and the half-frozen men of the barges were saved.

Capt. Fooks says he scarched all last night for the missing tug and barges, his own vessel being buffeted about by the tremendous seas, and after having gone out of his course was returning in the direction of Baltimore when he sighted the barges ashore. He at once informed the owners of the disaster and came to Norfolk. Capt. Fooks says the crews of the barges are being cared for at the life-saving station.

A Hoodoo Charm.

m the Louisville Courier-Journal A queer exhibit is on file at the Clerk's office of the Court of Appeals at Frankfort. It is a "negro hoodoo bag," containing dice, a rabbit foot, and some other mysterious articles. The bag is filed as an exhibit in the case of Edgar Bell vs. Commonwealth, from Warren county. Bell, who is a negro, claims that he was "hoodooed" by this bag to kill a man, and he hopes to convince the Judges that his claims deserve consideration.

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A. ASHER, ALLEGHENY, PA. Two car loads Express, bettvery, Chunks, and Driving Horses.

H. MUHLEIN, CHICAGO, H.L. Three car loads Heavy Draught Horses, Chunks, Conco Horses, Driving Horses, Trotters, &c., &c. A. I. HENTON, EAST LIBERTY, OHIO. One car load Express, Delivery, Driving, and General Purpose Hernes. R. B. PITCHER, PENNSYLVANIA. One car load

Fancy Driving Horses.

H. W. WALKER, VINCENT, IOWA. One car load Draught Horses and Chunks.

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M. PHESO & SON, LANCASTER, PA. One car load of famey Coach, Coupe, and Driving Horses.

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